

Triumph Mayflower Club



SUMMER ISSUE No. 80

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1996-97

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ORDINARY MEMBER No. 1	John Oglesby
ORDINARY MEMBER No. 2	Forbes Alexander
ORDINARY MEMBER No. 3	Martin Bishop
ORDINARY MEMBER No. 4	Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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Editorial

ALL I NEED to say this time around is that this edition is full of information: News from the AGM; welcome address from our new Chairman; rally news; membership and subscriptions news. The list goes on and on.

Regarding the membership list on pages 22-28 will those members who would like their telephone numbers to appear in the next listing please send them to John Oaker or myself.

Hope you enjoy this edition, if not, send me your contribution towards the next one. —Ed

WANTED

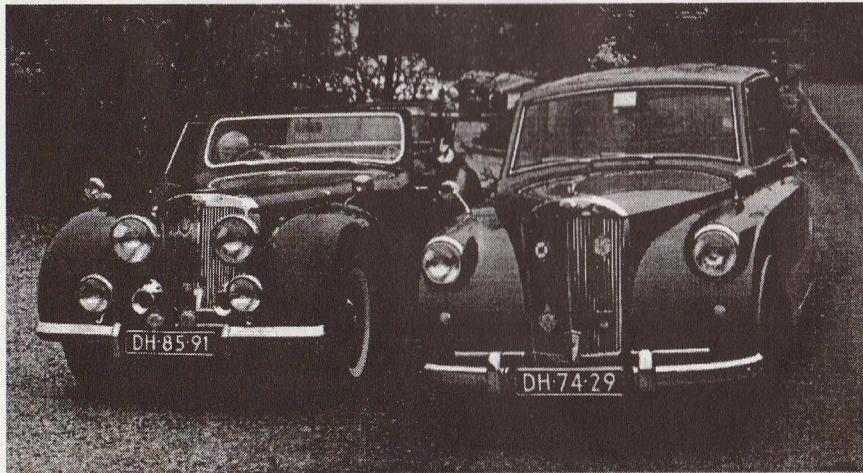
TRIUMPH MAYFLOWER

In good running order

Please write with photographs and description to:

Eric Dulondel

190 route de Paris, 76920 Amfreville la Mivole, France



Pieter Elias' (750) Mayflower called "Little May" on a Dutch Triumph excursion in the summer of 1995

Annual General Meeting

MINUTES OF the Triumph Mayflower Club's Annual General Meeting held at Alumwell Junior School, Walsall on Sunday 24th March 1996.

The Meeting was opened at 14.00 by the Chairman.

Members present were Peter Benfield, Phil Benson, Martin Bishop, Tony Booth, Stephen Cant, Terry Critchley, Steve Darley, John Gogay, Olwen Gordon, Terry Gordon, Paul Norton, John Oaker, Howard Pryor, Richard Root and Jim Smethurst.

Apologies were received from Forbes Alexander, Steve Coulman and John Oglesby.

John Oaker proposed that the Chairman accept the minutes of the last AGM and this was seconded by Howard Pryor.

Chairman's report

I would like to thank everyone for attending the meeting and to thank the committee for all their work on behalf of the club members throughout the year. Last year's rally was a success as usual and I must thank Peter Benfield for standing in for me at the awards ceremony when I had to

leave early due to my mother-in-law suffering from heat-stroke.

I would like to thank all, including the Razoredge Club, for their help in the situation. As most of you know I have recently moved house and due to lack of time and space, I am putting my Mayflower up for sale. I think it is inappropriate for me to continue as Chairman without owning a Mayflower especially with this year's rally being so an auspicious occasion.

I am willing to remain on the committee and will continue to help the club where I can. I have enjoyed my time as Chairman immensely especially meeting and working with such friendly people.

When I came to my first AGM, which was probably my first mistake, I found myself immediately on the Committee. At the next AGM I became Vice-Chairman, the next AGM Chairman. So, thanks again, and let's make this year's rally bigger and better than ever.

Membership Secretary's report

This is my third secretary's report. Once again an interesting year has flown by. It is great fun to receive lots of post, phone calls and member's subscriptions etc. It is also nice to work with the committee members, once again I'd like to thank John Gogay and Phil

Benson for their help through the year.

When I inherited this job from Terry Gordon in 1993 there were 147 members and we have increased steadily 148 in 1994, up again to 151 in 1995, and now we stand at the moment at 152.

Of last year's 151 at 31st March 1995, 121 rejoined, four former members rejoined and we have 27 new members. This shows a very similar trend to last year.

The records show 152 members today: 119 UK and Ireland, 15 USA and Canada, four Australia and New Zealand, nine Europe, one in Malaysia, and six honorary members.

1953 (2nd edition)

TRIUMPH MAYFLOWER

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With chassis
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on 01932 562933

As always there has been much correspondence from all over the world. A recent article in a French auto magazine 'Retro Viseur' has meant letters from Rouen & Lyon — both with requests for buying cars.

During the year I have been able to find a number of member's cars new homes. This always gives me great satisfaction. I have been contacted by the Triumph Roadster Club with regard to linking together for local events etc.

They have a number of regional get togethers as we advised in a recent *Flower Power*. Perhaps now the summer months are here it is an appropriate time for our members to seek them out. This does not mean I am advocating amalgamation with them, or with the Razoredge Club. We seem to be in a very healthy position as a one marque club.

The budget in November brought all UK Mayflower owners good news — exemption from road tax — once again its amazing what a letter or two in the right place will do.

The DVLA is reviewing the V765 scheme and charges for re-uniting cars with their genuine registration number. Perhaps this is best discussed under AOB later on.

Treasurer's report

The club has had a reasonable financial year. Levels of expenditure and income remain

about the same as they were in the previous two years, and are fairly well in harmony with each other. However in the second half of the year, renewals were down whilst rally costs were up.

The 1996 rally cost will also be higher still since we are celebrating the 50th anniversary of the first Triumph Razoredge model, and the rally is thus enlarged.

In addition magazine costs have risen slightly, due to a greater number of pages, more photographs and an increase in some postal rates. Late renewals continue to be a problem, and I encourage all members to renew promptly.

I recommend that subscriptions remain unchanged this year but anticipate a small increase being necessary next year.

Spares Secretary's report

The sale of spares is running at about the same level as it has for the last two or three years. Certain items are beginning to be more difficult to source and one item of particular concern is main bearing shells. I fear the club will have to resort to having some manufactured as they are now quite scarce and we have virtually no stock left.

Other items we may be considering for manufacture are knobs, switches, quarterlight rubbers and over-riders. Investiga-

tions are under way to try to track down viable suppliers.

Financially the spares account is in good shape and most orders are being dealt with promptly.

Secondhand Spares Secretary's report

Not a lot to report this year. The secondhand spares account has grown by just over £100 and the balance stands at £554.01. If remanufacture of any item is considered then perhaps a transfer to the main spares account is appropriate topic for the committee to consider.

The items already mentioned by the spares secretary are frequently requested as secondhand parts, and remanufacture must be worth investigating.

OFFERS FOR JADE GREEN MAYFLOWER

Has been stored for years but would make a good donor car

Enquiries to:

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White Hart Road
Plumstead, London SE18

Rally Secretary's statement

Having completed the restoration of my car, I have decided to resign as Rally Secretary, happy in the knowledge that Howard Pryor has offered to stand for election to succeed me. I shall be proposing him as an ideal candidate for the post.

I would like to say a big thank you to all members and committee members who made my job as Rally Secretary such a pleasant one for the last five years. I wish all the best to whoever takes over.

Nevertheless I am looking forward to seeing you all at the Celebration Rally at Stanford Hall in July. I shall of course be there in FDO 434.

[The Chairman proposed a vote of thanks to Martin for his hard work in the post.]

Election of Officers

Resignations having been received for the following posts, nominations were taken from the floor:

Chairman: Peter Benfield was proposed by J Oaker seconded by P Benson.

Vice Chairman: Tony Booth was proposed by P Benson seconded by J Gogay.

Rally Secretary: Howard Pryor proposed by M. Bishop seconded by P. Benfield.

Treasurer: No nominations were received. Phil Benson volunteered

to continue as acting treasurer until a nominee emerges.

Membership Secretary, Spares Secretary, the Secondhand Spares Secretary and the other ordinary members of the committee expressed a wish to continue in office, if re-elected.

The meeting elected all the above unopposed. As a vacancy now arose for an ordinary member as a result of Howard Pryor being Rally Secretary, P Benson proposed Martin Bishop, seconded by P Benfield and elected unopposed.

Following the election, Peter Benfield took over the chair from Tony Booth and thanked Tony on behalf of the club for all his efforts.

Details of the new committee members are published at the front of the magazine.

Any Other Business

Following a discussion the following points were agreed:

Telephone numbers are to be added to the published members list. Any member may write to the Secretary requesting to be removed from the list.

The rally secretary will contact Jennifer Langton to discuss the venue for the 1997 rally so that this club can have an input to the choice of location.

The rally secretary will write to other Triumph clubs inviting them to our Northern Get-together in September.

Members will be requested to send in details of rallies attended or

attending so that these can be published in the magazine and this will hopefully persuade other members to attend.

Steve Coulman had sent in a letter suggesting ways in which the club might provide a better spares service to members by holding and publishing a central register of spares held by members themselves (new and secondhand) and raising several other interesting points.

The committee undertook to explore these in the coming year and look forward to discussing them in more detail with Steve at the Annual rally.

The DVLA proposals mentioned earlier by the Secretary were discussed. It was agreed by the members present that John Oaker, who had experience of using the present system, should formulate a reply on behalf of the Club.

Paul Norton stated that he had looked into attending the *100 Years of Motoring* exhibition at the NEC on 4/5/6th May but had decided that the conditions and constraints imposed by the organisers were too stringent and so he had decided not to attend.

There being no other business the Chairman closed the meeting at 16.00.

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FLOWER POWER

GENERAL ACCOUNTS 1995/6

<i>1994/5</i>	<i>Receipts</i>	<i>1995/6</i>	<i>1994/5</i>	<i>Payments</i>	<i>1995/6</i>
926.66	Bank balance b/f	2127.95	1140.00	Flower Power	1616.00
24.75	Cash balance b/f	14.01	27.00	AGM	25.00
2256.14	Subscriptions etc	2318.65	140.47	Officers expenses	108.24
39.59	Interest	60.85	10.00	Spares loan refunds	40.00
33.00	Back number service	0.00	161.50	Rally expenses	375.29
220.00	Sale M Webber car	0.00	35.00	Subs FHBVC	35.50
645.00	Models	0.00	489.21	Models	0.00
0.00	Misc	5.00	2141.96	Balance	2326.43
4145.14		4526.46	4145.14		4526.46

NEW SPARES ACCOUNT 1995/6

<i>Income</i>	<i>Expenditure</i>
Balance b/f	3582.73
Sale of Spares/Shirts	3816.11
Bank interest	51.95
	Purchase of Spares
	Stationery
	Post/Carriage
	Rent
	Shirts
	Practical Classics subscription
	Bank charges
	Balance
7450.79	7450.79

*An invitation***SUMMER PICNIC & KIT CAR SPARES DAY**

SUNDAY AUGUST 11 1996

*and***NORTH WEST TRIUMPH SPARES DAY**

SUNDAY NOVEMBER 3 1996

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Rally roundup

by Howard Pryor, Rally Secretary

FIRSTLY, having taken on this job I wish to thank Martin Bishop for doing a brilliant job over the last five years. We will still be seeing Martin and family but now with his car (it's finished and looking very nice).

I hope to be introducing just a few informal rallies throughout this year. My apologies for these rallies centring around Greater London but that's where I live. I will try to assist any member attending any rally to bring members together.

We are all invited to attend Kimbolton Castle on 21st July by the Triumph Roadster Club, a large scale event organised by the Sporting Bears, all proceeds going to children's charities. This event features a bring your own food BBQ, driving tests, tethered balloon flights, performing police dogs through obstacles etc and lots of other bits and pieces. Thoroughly recommended.

Knebworth House — August Bank Holiday — organised by Greenwood Exhibitions. Last year saw four Mayflowers lined up. Book it in, let me know and perhaps we can make it more.

THE BIG ONE — July 7th — Dare you miss it?

I am sure by now you will have realised the enormity of this event or at least how much effort is being channelled into it by members of the three clubs. Let me try and list some of the events in this years programme:

1. A free colour brochure, especially designed and printed for you to keep as a souvenir.
2. A very large marquee will be hired with a display from each club on show in it.
3. A bigger and better Bring Your Own Food BBQ.
4. Driving tests.
5. Two road runs are being organised by the Roadster Club — see separate notice.
6. A special Celebration Cake.
7. Special children's entertainment for large and small kids.
8. New for this year — a visitors book, you will be invited to sign in with or without your car and receive a club badge with your name on. This hopefully will introduce you to everybody and assist in people getting to know each other.
9. Dinky concours, any make, any model, just old.
- 10 Photographic competition — open to all, UK and overseas, coming to the rally or not. So send them in now, any size, to Phil Benson. Closing date 30th June 1996.

11. Hopefully the line up of cars will allow a square with car boots facing so people and cars will intermix for all to enjoy.

12. Mayflower presentation includes: *Concours* — self judging by members; *Nonconcours* (this is the opposite of concours) — a trophy donated by Forbes Alexander for the most sorry looking Mayflower, if it has a current MoT it qualifies; *Distance Award* — clock your mileage in your Mayflower to the rally, it could win you an award; *Lady Drivers Award*; *Chairman's Cup* — awarded by the Chairman for outstanding service to the club; *Achievement Shield* — awarded by the Committee in recognition of activities that directly benefit the club and its members; and more! So as you see there will be lots to do.

ARTICLES REQUIRED FOR FLOWER POWER

Please write to the Editor with your stories on rallies, restorations or anything you feel may be of interest to other members.

Remember it's your club and your magazine, help to make it even better!

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From the Spares Secretary

About your car

"It does not go," I hear you say.
"Put it on a trailer," I say.

"But it's in bits," you say. "Put the bits on a trailer," I say.

"But I do not have a trailer," you say. "Hire one," I say.

"But I haven't any money," you say. "OK COME WITHOUT IT, BUT BE THERE," I say.

Well that's enough about the annual rally. I could still do with more stewards and helpers *please*. Oh and by the way, by not booking your car in does not stop you turning up, it simply means your car will not be listed in the programme.

See you there! Happy Mayflowering.

Celebration Rally —

Road run

THESE DETAILS of the plans for the Road Run section of the Rally have been received from the Triumph Roadster Club who are organising this part of the celebrations.

Saturday July 6th 14.30 hours

Depart the Denbigh Arms Hotel, Lutterworth and by mainly 'B' or un-classified roads travel south of Coventry to the site of the former Standard Triumph works at Canley.

Participants are invited to dress appropriate to the period of the late 1940s and a prize will be awarded to the occupants judged to be most appropriately dressed. The Lord

Mayor of Coventry will be in attendance.

The return journey to Lutterworth will also use minor roads as much as possible to arrive back at the hotel at approximately 18.00, in plenty of time to freshen up before dinner.

Sunday July 7th

As there will be a lot of preparation of the site during the morning, members are respectfully asked not to expect entry to the rally site before 11.30 hours so we are offering a short 30 mile Road Run, through small villages before arriving at Stanford Hall.

STOP PRESS

Latest information at time of going to press is that there are over 100 cars registered to attend the Rally, including 21 Mayflowers. So it will really be a big event. Hope to see you there.



Barry Clarke's Mayflower at Knebworth in 1995

The new Chairman introduces himself

I MUST begin by saying how honoured I was to be proposed new Chairman at the AGM this year. I am very grateful for the hard work put in by my predecessor, Tony Booth, and I am hoping to carry on the good work and general enthusiasm he has shown while in charge over the last three years. I have been a Mayflower enthusiast since the late 50s when I purchased my first vehicle and remember fondly the seven years of reliable service that FDD 640 gave me.

Like most people of that era marriage forced one to sell one's greatest asset but retirement and changed circumstances have fortunately enabled me to relive older times first in 439 HYO and now in KSF 804.

I personally feel we possess a very unique car, perhaps not to everyone's taste, but certainly a product of British Motor Engineering at its best. The styling from some people's view was certainly controversial — I was browsing through a recent publication the other day "Motor

Mania" by Richard Sutton — dare I quote "The British Industry's need to make bold statements after the war, manifested itself in some worrying forms. This is the frightening 1950 Triumph Mayflower allegedly considered attractive at the time!".

So there we have it — we can't please all the people all of the time but my first Mayflower always caused heads to turn in admiration and perhaps a small point, I have found it the easiest and most satisfying car to hose down and leather off.

The 1950 "Motor" article said "The car for everyone? There is no such thing, and the Mayflower does not attempt to cater for every taste. A modest car of unusual refinement? The Mayflower is just that and as such should make a great many friends".

Modifications

Mechanically of course one cannot dent its limitations and throughout the life on the TMC I know several people have made modifications of sorts to make it a more competitive car for everyday use in today's traffic.

The Transplants article in the Spring issue by John Bramley once again brought up this particular point and it would make interesting reading if some members would be prepared to write a fairly detailed report on any such conversion they have made,

the engine used and any problems they have encountered.

I personally prefer to keep my car as original as possible but I can see a case for some modification when a vehicle is kept for everyday use in modern city traffic. My motoring is done mainly in rural areas and I am quite happy with the slogging and distinctive notes of the side valve engine — incidentally, I have seen an identical engine to the 1247 side valve installed in a small Railton which I found pleasantly surprising.

The AGM in March was well attended, with plenty of constructive criticism, and I feel that with so many younger people now taking an interest in our model, this does bode well for the future.

Annual rally

As most members are aware our Annual Rally at Stanford Hall this year is a very special occasion and I would urge members on this particular occasion to make that little extra effort and attend with or even without their cars. It is *your* Club — please remember as the first Newsletter in 1974 proclaimed:

"The TMC was formed to bring together enthusiasts whom we believe want to meet, get together and talk of their interests particularly related to their cars and motoring. The Club is here to help you to meet fellow Mayflower

owners, Mayflower enthusiasts and promote the future of a car we know is worthy of keeping in the running for many years ahead. The Club and its members can help each other in problems that they have met, might still have or might meet in the future."

I can think of no better occasion than the 50th anniversary of the Joint Razoredge celebration for us all to support the above ideals.

We must not forget the smaller rallies attended by Mayflowers in varying parts of the country and any accounts of such meetings would I am sure be of interest to readers of *Flower Power*.

Last July for instance I was very pleased to meet John Burgess (746) at the Glamis Extravaganza who told me of one such gathering at Mellerstain House, Kelso, where five Mayflowers were present. I too plan to attend this years Mellerstain Rally on June 1st and 2nd and hope to meet some of our Northern brethren at what I understand to be a very pleasant gathering.

Finally may I thank on behalf of our members, all the officers of the Club who have worked so hard over the years to promote the interest of our Club — their details held of course on the inside cover of each *Flower Power* and they deserve our gratitude.

To all members I say — A VISIT TO STANFORD HALL ON JULY 7th WOULD PUT A FACE TO THEM ALL !!

Letters

New dependant

Dear John,

I'm a little earlier with my subs for this year to TMC. I hope its still the right amount for us members down under. I'm very happy when the postman brings me a copy of *Flower Power*. I think the quality is excellent and worth every penny.

Enclosed is a photo of my new dependant — a Mayflower Ute — it needs lots of work but I hope to have it restored in 12 months?

*John Phillips (member 185)
Melbourne, Australia*

Another one saved!

Dear Phil,

On a particular day, late in February of this year I stumbled upon a very interesting car for sale next to a scrap yard in Takely, Essex.

On closer inspection and after I asked a few



John Phillips' new member to his family!

questions I was told it was a Triumph Mayflower. It had potential for getting back on the road as it had only been off the road since September of 1995.

It had obviously been well looked after for most of its past life but within the last five to ten years has been somewhat neglected.

I bought the car on 12th March as my first car. A lot of people, including my parents strongly advised me that it would be wiser to buy a more conventional kind of car. But my opinion is that a more modern, conventional car doesn't have much style or quality and that it is worth paying out a little more on a car that is more of a pleasure to drive, than a car which is more conventional to drive.

To get my Mayflower back on the road, it will need a new set of tyres, new wheel cylinders, new brake pipes, new fuel pipe, new sills and a lot of 'TLC'.

A good friend of my father can do the work and will be starting in April. So I hope that the car will be ready in time for some of the rally

meetings, starting in June. Incidentally the registration no is NFO 914 and was built in 1953.

Finally, I would like to wish all Triumph Mayflower owners the best of luck and I hope to see some of the other Mayflowers at forthcoming rallies.

*Duncan Stewart, (Member 805)
Braintree Essex*

Many people use the opportunity of renewing their subscriptions to keep the Club up to date on the status of their cars. One such renewal from Eric Dix of St Helier, Jersey tells us that his car, registration number J 14231 has now done a genuine 120,000 miles and he has owned the car since it was new in April 1953.

—Ed



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Another Knebworth Mayflower belonging to Elaine Sturman (795)

A blossoming Mayflower

by Steve Coulman (785)

DURING THE early 1980s, as a student in London, I was required, by necessity, to supplement my £15.00 a week Education Grant.

At first I worked as a Static Security Guard in an office block — great for doing essays and sleeping, then chauffeuring on a weekend and nights and finally trade plating for a company importing and exporting second-hand exotic and vintage cars.

The driving of such vehicles as Aston Martins, Bristols, Ferraris, Porsches, Phantoms and John Lennons 230SL nearly resulted in my failing my final exams — shall I revise, or accept that job to collect that 911 Turbo from Dover? No competition!

I promised myself that one day I would own and drive an exotic car.

Over ten years pass and I haven't kept my promise to myself, a passion for golf and the consolation and succour of the 19th hole have taken up most of my time, energy and money — though I still have a keen interest in cars.

Then that fateful day when a female work colleague came around to use my washing machine and never left! I marry Sarah and nearly 15 years of hard work on a beer belly disappears, and the do as I want when I want days become a dim and distant memory as life's priorities change.

It's Christmas 1994, Sarah is pregnant and I'm looking through what will prove to be the most expensive book that she has ever bought, the A to Z of Cars 1945 - 1970, specifically page 200.

What an ugly car! It's no wonder that I've never heard of or seen a Triumph Mayflower. However before the New Year arrives I've decided that I want one, it isn't an ugly car at all — I want one!

In the usual manner I throw myself into the quest and purchase a workshop manual, body work manual, driver's instruction book, research the availability of consumables, and even put out a request for information on the Help Line of Radio Humberside, which is fruitful. "There's no point finding the car if I can't run her" I tell Sarah, who smiles, humouring me.

Content in the knowledge that the Mayflower is the car for me I've dropped the exotic bit from my promise, I write to the Owners' Club to join and be sent off in the direction of successfully acquiring a car. A couple of weeks have passed and I'm getting impatient, no response!

Then at about 21.15 hours on a Saturday night the telephone rings, it's John Oaker the Membership Secretary, he's been on holiday.

John tells of the 'Flower that the widow of the late Ronnie Churcher is selling. In possession of the details I telephone Rozina Churcher and agree to purchase RUB 844 over the phone. I tell Rozina that Sarah is due to give birth in six weeks time and that I won't be able to travel down to Basingstoke from North Lincolnshire for at least two weeks after the birth. Rozina graciously agrees to let me arrange a suitable date to inspect the car after the birth.

Iain is born on 24th May 1995, a healthy 8lb 4oz. Both he and Mum are well and I'm proud as Punch! I telephone Rozina with the good news and we agree a date and time that Dave, my brother in law, and I may inspect RUB 844. (Dave is old enough to have worked on Mayflowers when they were everyday transport.)

We duly keep the appointment and Rozina and I strike a bargain. When I've arranged a trailer I shall return.

It's the Thursday before the Sunday that I'm going down to collect Ruby May (as Rub 844 is now referred to) and the chap with the beavertail recovery wagon hasn't contacted me regarding the arrangements as agreed two weeks prior. I telephone him to check all is well to be presented with

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obvious lies about how the truck is playing up etc. He's forgotten and hasn't got the pluck to admit it! I ask around at work in the transport yard (as I should have done in the first place) and hire Frank, his Defender and a friend's car transporter.

We set off 07.00 hours Sunday 15th June 1995 on our long (long) journey. The route and everything is planned down to the smallest detail, except that is for getting caught up in the traffic going to the British F1 Grand Prix!

Two hours stuck on the A43 going to Silverstone in the heat! Needless to say we returned via the motorway network. We arrive at Basingstoke just before 14.00 hours, gulp down a cup of tea provided by Rozina and I drive Ruby May onto the transporter having handed over the cheque for the agreed amount.

Rozina is understandably upset to see her go as Ronnie had put so much effort into putting her back

on the road. I promise to keep in touch and look after Ruby May (both of which I am doing).

The journey home is uneventful, just as slow and boring, though we do cause cars to slow and 'rubber neck' ("what's that car Dad?").

Ruby May is parked on the drive. I'm sat in her feeling pleased with myself reading her history and drinking a very large Brandy when I look up to see Sarah laughing and videoing me. The car Geek is born! I'm itching to go for a drive but it's late in the evening and she's not taxed or MoT'd, that all happens in the morning.

The MoT is booked for 09.00 hours and I arrive spot on time, having driven the five short miles to the garage. It's the first time I've driven a 'Flower on the Queen's Highway and the gears are awkward at first, I keep getting lost between first and second. Also the roll of the body has taken me by surprise. Have I made a big mistake?

SWITCH KNOBS

Can you help?

If you were the person with the knob moulds who rang John Oaker, then please ring him again as he has lost your details!!!

She fails on a sticking rear brake drum. With the help of a friend I ease it and she passes with flying colours later that day. I tax her for 12 months as we intend to use Ruby May all year round, dependent on the weather, and I'm off.

That evening I go for a steady drive of about 25 miles. I still have problems shifting up from first to second and on more than one occasion get locked in first gear, or neutral, which results in my having to stop and pull at the selector rods under the bonnet to carry on.

Concentration

The vast difference in gear ratios means that gear selection, awareness and anticipation of road conditions requires far more concentration than driving my modern car. The roll of the car is something that I quickly come to terms with. Easy as she goes is the order of the day on the bridge of this Mayflower.

I am concerned about the apparent problems with the gearbox, however, I later find that the problem is a 10p spring (part no 57239) that had broken on all the clevis joint assemblies of the gear change operating rods. The gears now only require the courtesy and feel that age demands as the new springs have taken up most of the play.

Ruby May has been a member of the family for exactly a week when we go to our first show, the

Scunthorpe and District Vintage and Classic Motor Club event at Normanby Hall. Sarah follows in the Astra as there is no seat belt in Ruby May to secure Iain in his child seat.

Not surprisingly there are no other 'Flowers' at the show and Ruby May draws a lot of attention with comments such as "I've not seen one of them for years" etc. It surprises me to hear how many people remember the Mayflower, or owned one, and still hold them with much affection. I'm tickled pink and my love affair with Ruby May grows.

Ruby May was purchased for all of the family to enjoy in the years to come and so I've had a rear inertia seat belt fitted for Iain to hold him in his child seat. Some people have criticised me for the action alleging that I've ruined a rare classic car. I say that Ruby May is to be driven and enjoyed, not just stared at when at shows or events, and that I've improved a much loved classic.

The summer of 1996 is going to be the best of my life with Sarah, Iain and Ruby May. This Mayflower intends to sail many voyages. No I haven't made a mistake!

1951 MAYFLOWER

TYJ 760 - 12 Months MoT



VERY NICE CONDITION

Runs well and comes with a spare gearbox. £2200

Contact:

Graham Pavitt, 55 Delpgbrook Way, Egerton
Bolton, Lancs BL7 9TU - Tel: 01204 418994

"Northern" get together

**Sunday 22nd September
1996, Austerfield,
South Yorkshire**

AS PROMISED a get together has been arranged at the Mayflower Public House at Austerfield, just south of Doncaster, South Yorkshire.

The meeting will take place from midday onwards on Sunday 22nd September. The pub serves wonderful food, has a large beer

garden with excellent children's facilities and a large car park. If the weather is as good as last year it will prove to be another very enjoyable day out for members.

Anyone wishing to attend should contact Steve Coulman on 01724 762061 to confirm attendance, acquire directions etc. Steve will also need to advise the pub of the number of attendees.

Although this is advertised as a northern get together we are only referring to the location - we would love to see members from all over the country there. Attendance certificates will be awarded to every Mayflower.

TRIUMPH MAYFLOWER SPARE PARTS FOR SALE

Offers are invited for the following spare parts as a lot or separately:
ENGINE BLOCK AND HEAD COMPLETE WITH VALVES/SPRINGS

MANIFOLD - WATER PUMP - SUMP

CARBURETTOR - FUEL PUMP - LOCKING FUEL CAP

CLUTCH PLATE - PRESSURE PLATE

STARTER MOTOR - DYNAMO - 4 WHEEL TRIMS

RADIATOR - RADIATOR GRILLE - ENGINE BACK PLATE

STARTER RING GEAR - OIL PUMP - CRANKSHAFT

AIR FILTER - STARTING HANDLE

WHEEL BRACE - HORN - 1 OVERRIDER

HANDBOOK - WIRING DIAGRAM

For further details

TELEPHONE: 01249 460955

FLOWER POWER

Nos. 74 - 77 (1995)

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75	Spring 1995	Phil Benson
76	Summer 1995	Phil Benson
77	Autumn 1995	Phil Benson

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FLOWER POWER

Membership and Vehicle Details

<i>Member No.</i>	<i>Expiry Date</i>	<i>Name and Address</i>	<i>Commission Phone Number</i>	<i>Current Car Reg & Registered Condition</i>	<i>Colour now Exter/Intern (Original)</i>
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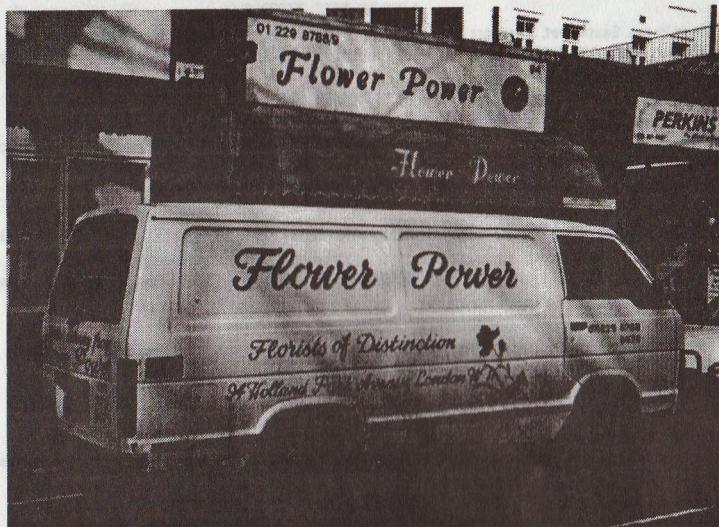
I hope that the information on list is correct. As the secretary I could have made one or two errors. If I have please let me know. You may find it interesting just browsing through. You may find it useful for contacting a fellow member or vehicle owner who lives near you. If you could make any additions to the list about your vehicle's details please contact me.

If, for any reason, you do not want your name and/or address published in future editions of *Flower Power* please let either John Oaker, club secretary, or Phil Benson, magazine editor, know and they will adhere to your request.

I am hoping to categorise the condition of our cars under the following headings: = spares car; = under restoration; = runs unrestored; = runs restored (I have already started with my own vehicles and with a bit of help I am sure I could complete the task). This list will be updated and published as space permits in future editions of *Flower Power*.

If there are any other details about our cars that you would like to share with other members please let us know so that we can act on your suggestions.

P.S. — May this list also be a reminder to those of us who have not yet paid our 1996-97 membership subscriptions which were due on April 1st 1996 (members in **bold** type are overdue). Please note that members who are not fully subscribed as of July 31st 1996 will not receive any further issues of *Flower Power* or be entitled to purchase spare parts. Subscriptions are: UK £15; Overseas £21. Any members in USA or Canada who would like to pay in dollars (U.S.) should make a personal cheque payable to J. Gogay for \$34.



TRIUMPH MAYFLOWER ENGINE

Reconditioned with new
pistons, etc

Details from:
01322 221493

MAYFLOWER BONNET

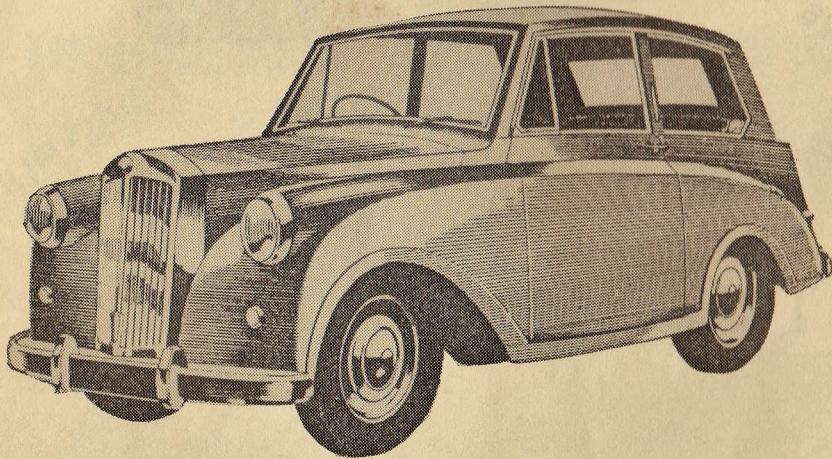
Complete with springs
Excellent condition

MAKE AN OFFER

TEL: 01734 615805
between 7 - 8.30 pm



TRIUMPH MAYFLOWER CLUB



NEW PARTS PRICE LIST

Available from the Spares Secretary

Revised every year

PRICE £1.00

JOINT RALLY 1996

150+ CARS

DINKY CONCOURS

BBQs

DISPLAYS

CHILDREN'S GAMES

ROAD RUNS

50th ANNIVERSARY

TRIUMPH RAZOREDGE

1946 - 1996

THE MAYFLOWER CLUB

THE RAZOREDGE CLUB

THE ROADSTER CLUB

SUNDAY 7th JULY - 12 NOON

**STANFORD HALL
LUTTERWORTH, LEICESTER**